

**ORDER**

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WESTERN-PACIFIC REGION

WP 8000.4B

3/11/82

FLIGHT STANDARDS PARTICIPATION IN NATIONAL AIRPORT  
SUBJ: SYSTEM PLAN JOINT PLANNING CONFERENCES

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1. PURPOSE: This order provides guidelines for Flight Standards input and participation in National Airport System Plan (NASP) Joint Planning Conferences (JPCs) in the Western-Pacific Region. It pertains to all Flight Standards personnel.
2. DISTRIBUTION: This order is distributed to the division level in the Airway Facilities, Air Traffic and Airports Divisions; to the branch level in the Flight Standards Division; to the Area Coordinator in Honolulu; to the FAA Representatives of the Western-Pacific Region; to Airports District Offices and Airports Field Offices; and to Flight Standards field offices.
3. CANCELLATION: Order WE 8000.4A dated May 18, 1978, is cancelled.
4. BACKGROUND: In order to provide data for the NASP, the Airports Division schedules biennial conferences at all air carrier airports, reliever airports, and other selected NASP airports. Each conference will be comprised of a NASP planner as co-chairman; airport management; Air Traffic Division and/or facility representative; and the appropriate Flight Standards representatives.
5. JOINT PLANNING CONFERENCES: JPCs will be scheduled by the appropriate Airports District Office (ADO) and/or Airports Field Office (AFO) for those airports qualifying. Additional airports may be included if activity warrants scheduling a JPC. If possible, the schedules will be established with a lead time of at least 45 days so that appropriate attendance may be planned by concerned Flight Standards personnel. Schedules from the ADO/AFO are to be sent to the Flight Standards Division (Attn: AWP-220) who will readdress to the appropriate Flight Standards field office.
6. FLIGHT STANDARDS RESPONSIBILITIES:
  - a. Each Flight Standards field office Chief is responsible for reviewing the needs of the NASP airports within his area of concern. Prime concern is the enhancement of safety and improvement of operational capability.
  - b. The Chief, Flight Inspection and Procedures Staff, AWP-220, is responsible for timely planning and budgeting for terminal navigational aids for IFR operation and for visual aids to enhance safety and operational capability. He shall also provide guidance concerning criteria and recommendations, as appropriate, when new IFR operations are proposed.

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Distribution: A-X(AF/AT/AS)-2, A-X(FS)-3; A-FAS-1, A-FFS-0(LTD) Initiated By: AWP-220  
AHNL-1, FAA Representatives

3/11/82

**7. ACTION:**

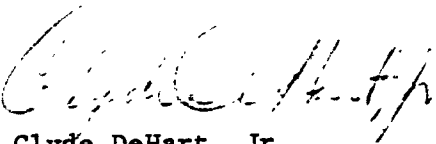
a. Each Flight Standards District Office (FSDO) Chief shall assume prime responsibility for appropriate representation at conferences for all airports within his area of jurisdiction.

b. Each Air Carrier District Office (ACDO) Chief shall assume prime responsibility for appropriate representation at conferences for Air Carrier Airports under his jurisdiction. Prior to the scheduled date, he shall coordinate with the appropriate General Aviation District Office (GADO) to determine any General Aviation input.

c. Each GADO Chief shall assume prime responsibility for appropriate representation at conferences for General Aviation Airports under his jurisdiction. Prior to the scheduled date, he shall coordinate with the appropriate ACDO or FSDO to determine any Air Carrier input.

d. The Chief of AWP-220 will assume a secondary role in carrying out his JPC responsibilities and attend only those conferences which he determines Regional Flight Standards Division representation is required, unless attendance is requested by the FSDO, ACDO or GADO Chief of prime responsibility. In carrying out his responsibility, he will coordinate his plans with the appropriate FSDO, ACDO or GADO. Almost all high activity airports will require attendance by AWP-220 so timely planning and budgeting may be accomplished, and his attendance is generally required at airports which indicate rapid future expansion. He will provide advisory service with respect to existing or planned instrument approach procedures.

**8. SUBMISSION OF AGENDA ITEMS:** Areas that are primarily of Flight Standards concern are listed in Appendix 1, NASP Check List for Flight Standards Inspectors. Although safety is our prime requisite, other factors which affect the environment should be considered. Suggested agenda items should be submitted to AWP-200 (Attn: AWP-220) 30 days prior to the conference. Negative replies are required. District Office agenda items will be combined with Division items and submitted to the ADO/AF0 15 days prior to the conference.



Clyde DeHart, Jr.  
Acting Chief, Flight Standards Division

## APPENDIX 1. NASP CHECK LIST FOR FLIGHT STANDARDS INSPECTORS

RUNWAYS:

1. Adequacy of length and width for present and forecast service requirements.
2. Runway surfaces.
  - a. General condition (surface, shoulders, thresholds).
3. Does traffic forecast indicate need for separate general aviation runways at air carrier airports?
4. Are helipads required?
5. Adequacy of approach angles (obstruction removal)?
6. Displaced thresholds needed?

TAXIWAYS:

1. Adequacy of plans to meet forecast requirements.
2. Adequacy of turning areas and blast fences.
3. Taxiway location and runway exits.

RAMP &  
PARKING

1. Adequacy of number and location of air carrier gate positions.
2. Separation of large aircraft from small aircraft.
3. Adequate parking to avoid ground congestion problems.
4. Fencing of airport to ensure public protection.
5. Adequate tiedowns.

MARKING &  
LIGHTING

Is lighting and marking adequate for present and forecast service?  
Radio control of approach/runway lights.

1. Approach lighting.
2. Runway lighting and marking.
3. Taxiway lighting and marking.
4. Taxiway signs.
5. Ramp lighting.
6. Obstruction lighting.

3/11/82

VISUAL AIDS: Do any of the runways provide problems which could be alleviated by VASI or REIL? Order 8260.18A

ELECTRONIC  
APPROACH AIDS: Do plans include establishing and upgrading of electronic aids in accordance with future service requirements to provide maximum safety and lowest IFR minimums?

Will existing navigation facilities support IFR procedures?

A broad aim of Flight Standards officials is to ensure that, where possible, airport management will develop plans of action which will result in the elimination of any waivers which may be issued on original certification of an airport under Part 139 of Federal Aviation Regulations.